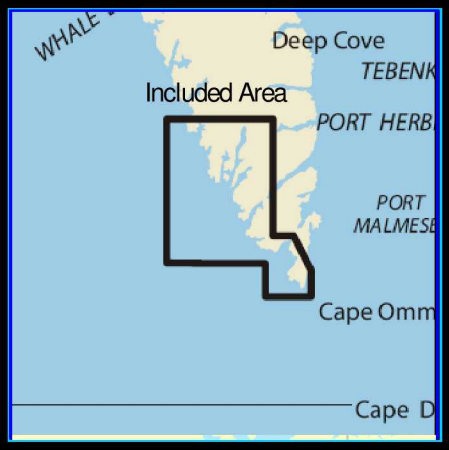
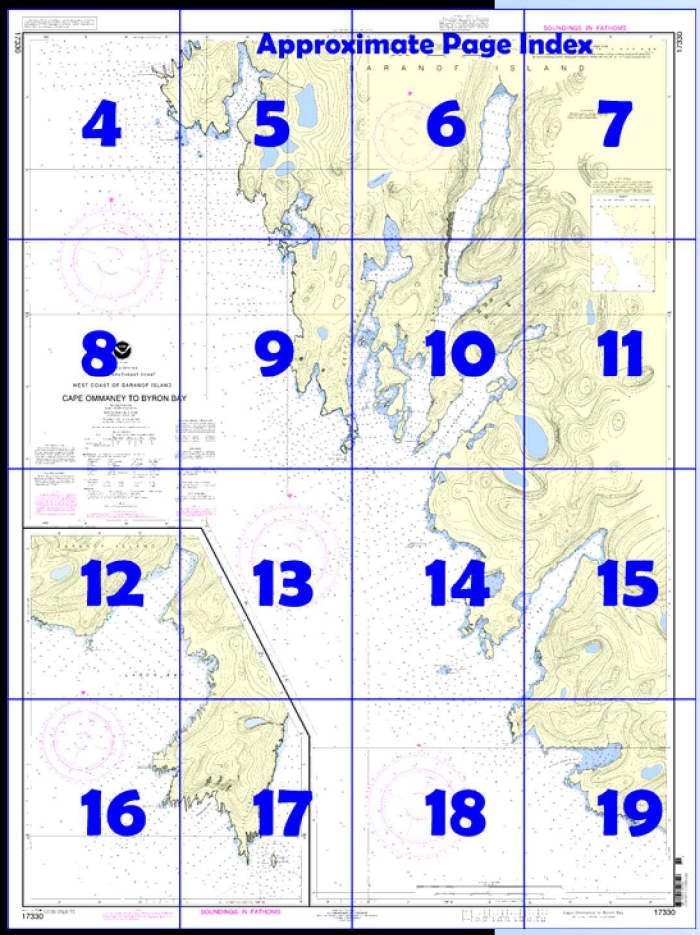
BookletChart™

West Coast of Baranof Island Cape Ommaney to Bryon Bay

(NOAA Chart 17330)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

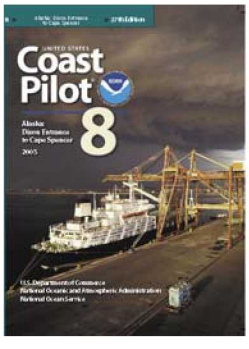
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 12 excerpts]

(2) **Baranof Island**, about 90 miles long with a greatest width of about 22 miles, forms about one-third of the outer coastline of southeastern Alaska between Cape Muzon and Cape Spencer. The W coast from Cape Ommaney at Chatham Strait to Point Kakul at Peril Strait is about 80 miles. **Mt. Katlian**, 4,303 feet high, is in the N part of the island. The greater elevations are on the S part of the island.

(6) **Cape Ommaney**, the S extremity of Baranof Island, is a remarkable promontory terminating in Ommaney Peak, a bluff, rugged, rocky mountain, detached from the higher land N by a low depression running through from Port Conclusion. Wooden Island, close SE of the cape, is marked by **Cape Ommaney Light** (56°09'37"N., 134°39'40"W.).

(7) **Ommaney Bay** is an open bight on the W side of Cape Ommaney and is of no importance to navigation. **Eagle Rocks** are a group of bare rocks close off the first point W of Cape Ommaney.

(8) **Bobrovoi Point**, about 1.8 miles NW of Cape Ommaney, is the SE point at the entrance to Larch Bay. It terminates in a wooded hummock that may be mistaken for Wooden Island during an approach from NW.

(9) **Larch Bay** is a large open bay with an arm that extends in a NE direction. Anchorage may be found in about 20 fathoms in this arm. Small launches use this arm during the fishing season when fair weather prevails. Rocks extend about 500 yards off the W point of the entrance to the bay. There are low depressions between the bay and Chatham Strait.

(10) **Little Puffin Bay**, about 5.8 miles NW of Cape Ommaney, has depths of 21 fathoms at the entrance, decreasing to 7 fathoms about 0.3 mile from the head, and then shoals rapidly. At the head of the bay are a stream and a gravel beach with outcropping rocks. Exposed anchorage for small vessels may be had in 6 to 7 fathoms, hard bottom. In entering, favor the N shore to avoid rocks awash and breakers off the S shore near the entrance.

(11) **Sealion Rocks** (56°15.1'N., 134°50.0'W.) are a cluster of four dark rocks about 7.5 miles above Cape Ommaney and directly off the entrance to Puffin Bay. Several smaller outlying rocks are close-to. The central rock is pyramidal in appearance with steep sides; the others are somewhat more massive. The depths are good on all sides of the rocks, but it is better to pass S of them in entering Puffin Bay.

(12) **Puffin Bay** is about 7.2 miles NW of Cape Ommaney. On the NW shore near the entrance is a massive patch of white rock. Depths in the bay range from 90 fathoms near the entrance to 23 fathoms close to the head. A small bight in the NW shore, 1 mile within the bay, furnishes temporary anchorage with limited swinging room for small craft. The entrance to the anchorage has a depth of 11 fathoms in a channel about 60 yards wide between shoals that extend from both points of the entrance. The cove furnishes little protection from S. The small cove in the SE shore near the head of the bay furnishes anchorage for small craft in 5 to 8 fathoms in the middle of the cove. The very narrow entrance channel has depths of 12 fathoms. Williwaws blow with considerable force during SE gales.

(13) **Driftwood Cove** is a little bay 1.2 miles N of Sealion Rocks; its entrance is obstructed by reefs marked by kelp patches.

(14) **Big Branch Rock** is a massive, dark, round-topped rock, about 1.8 miles NNW of Sealion Rocks and about 1.6 miles SE of Redfish Point.

(15) **Redfish Cape** is a narrow peninsula appearing as a comparatively low, wooded ridge, parallel to the coast; it is the only apparent low ridge in the vicinity. From N a short distance above Redfish Cape, a white conspicuous cliff is seen in the midst of the timber. A chain of barely separated wooded islets extends 0.5 mile S from the end of the cape; the southernmost one terminates in **Redfish Point** (58°18.1'N., 134°52.5'W.). Between Redfish Point and Big Branch Rock are the entrances to Little Branch Bay, Big Branch Bay, and Redfish Bay.

(17) **Little Branch Bay** is about 1.9 miles long to the narrows, which are barely 75 yards wide, and widens into a basin. About 0.4 mile SSW of the narrows is an island, separated from the E shore by a channel 50 to 100 yards wide. Midchannel depths in the bay range from 81 fathoms near the entrance to 21 fathoms off the island, 12 fathoms in the narrows, and 17 fathoms in the middle of the basin at the head. About 0.8 mile within the entrance, a narrow channel in the SE shore, entered only at high water, leads to a lagoon that has depths of 1 to 7½ fathoms.

(18) **Little Branch Bay Light** (56°18'15"N., 134°50'44"W.), 109 feet (33.2 m) above the water, shown from a skeleton tower with a red and white diamond-shaped daymark, marks the entrance to Little Branch Bay and Big Branch Bay.

(20) **Redfish Bay** has its entrance between Redfish Cape and **Beavertail Island**. From its entrance the bay extends in a general N direction, narrowing in places to about 100 yards and in one place to about 80 feet. The channels are probably safe, but too narrow for safe steering; there is no certainty that dangers do not exist. The use of the bay by vessels other than small craft is not recommended.

Table of Selected Chart Notes

Corrected through NM Nov. 17/07
Corrected through LNM Nov. 13/07

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 56°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WIRE DRAGGED AREAS

The area tinted green was swept in 1926 for previously undetected dangers to navigation. All dangers found are shown on this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.374" southward and 6.416" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Cape Ommaney, Baranof Island, AK	(56°10'N/134°40'W)	9.9	9.1	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Nov 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	N nun	R TR radio tower
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating
B black	Iso isophase	Oc occulting	s seconds
Bn beacon	LT HO lighthouse	Or orange	SEC sector
C can	M nautical mile	Osc oscillating	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
	Mo morse code	R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

17330

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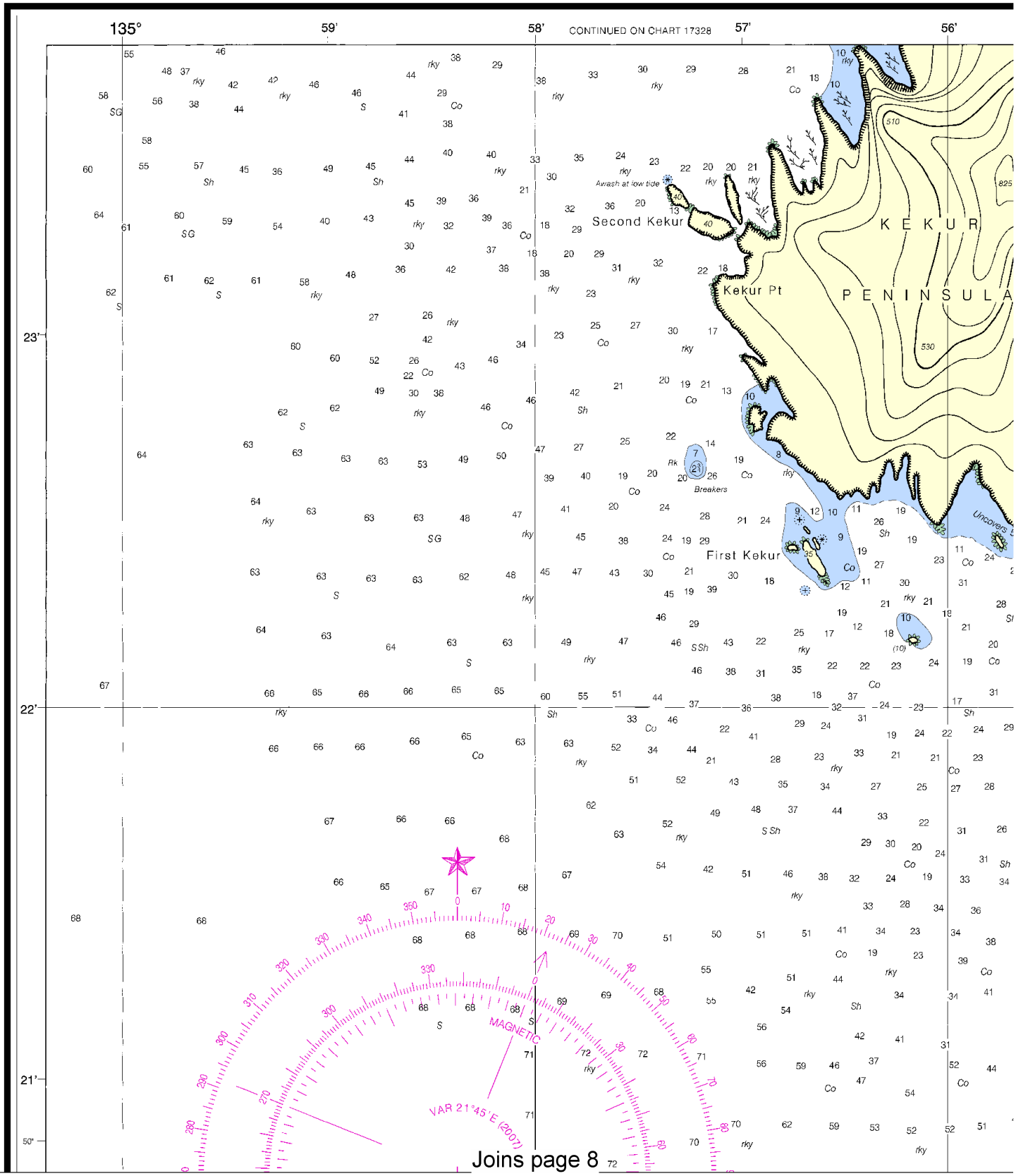


Joins page 8

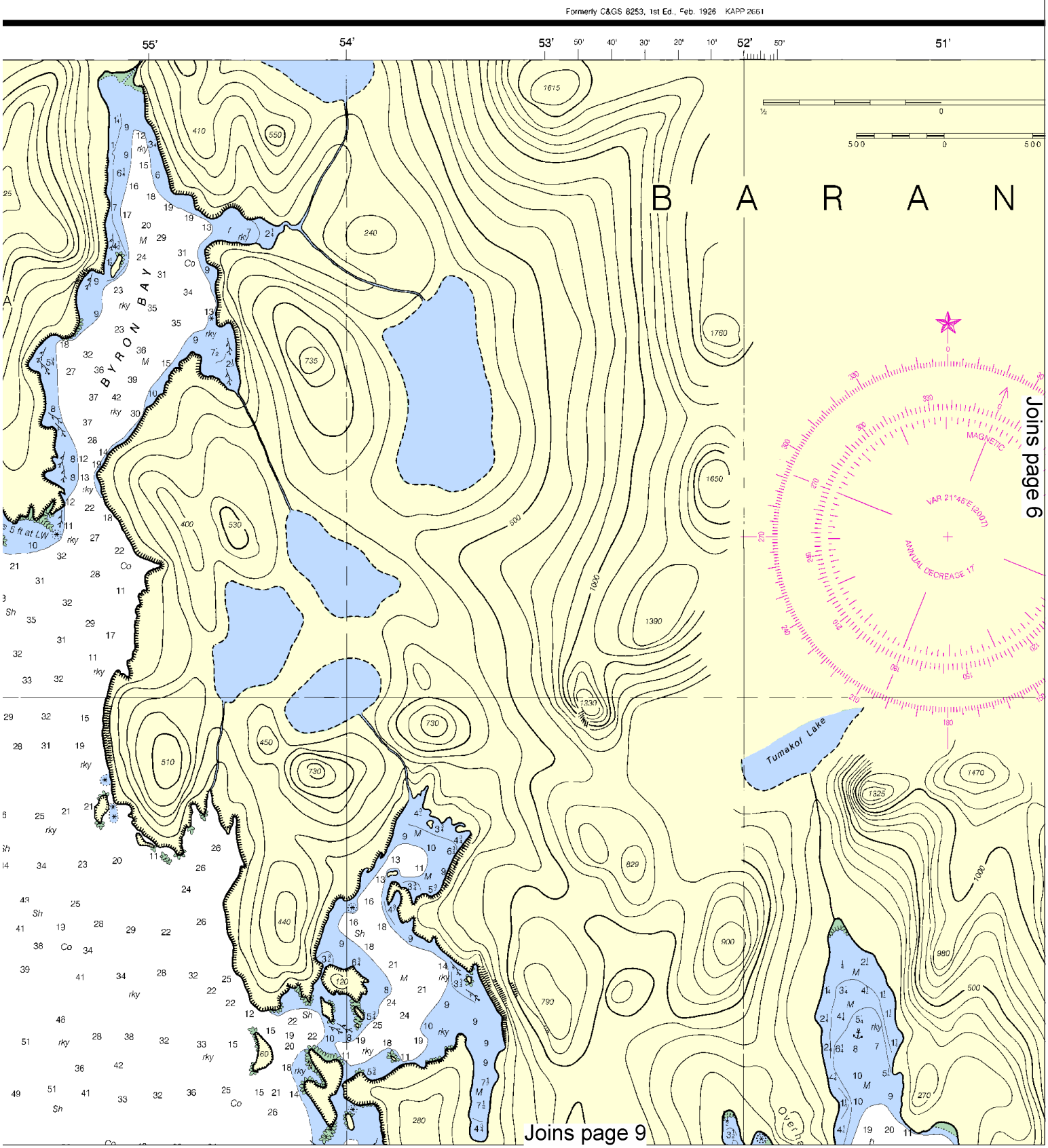
4

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

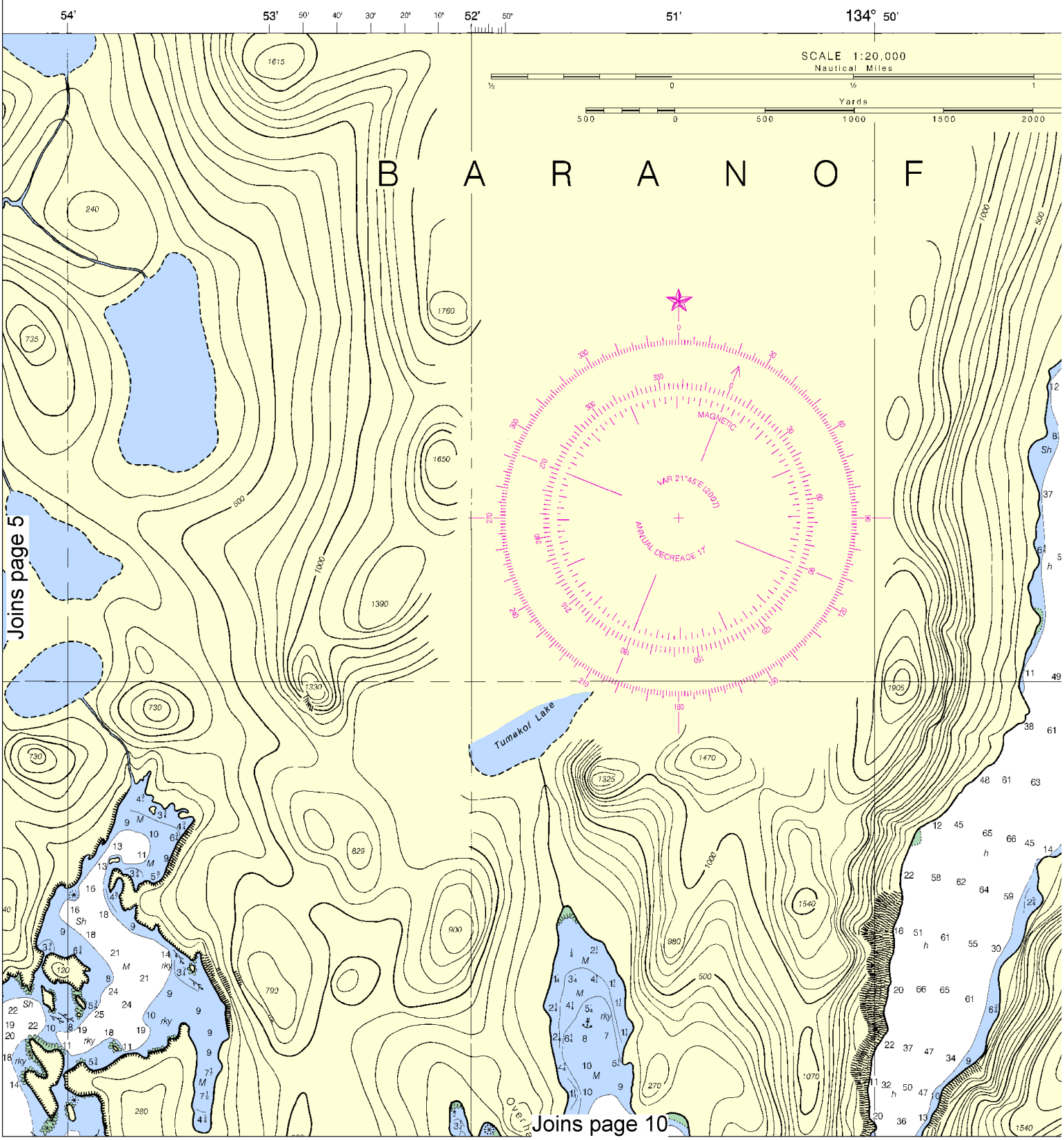
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8253, 1st Ed., Feb. 1926 KAPP 2661



6

North

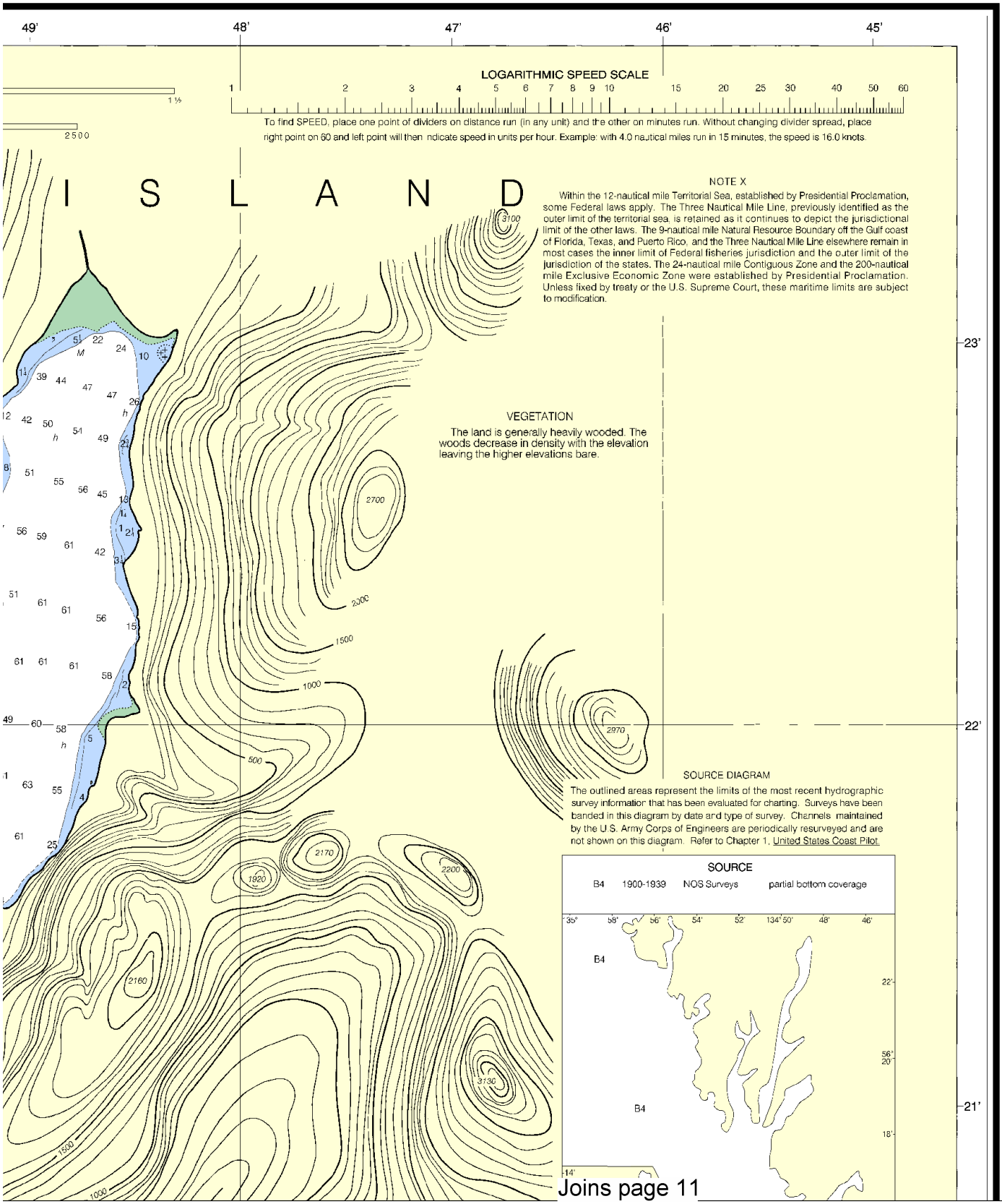
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

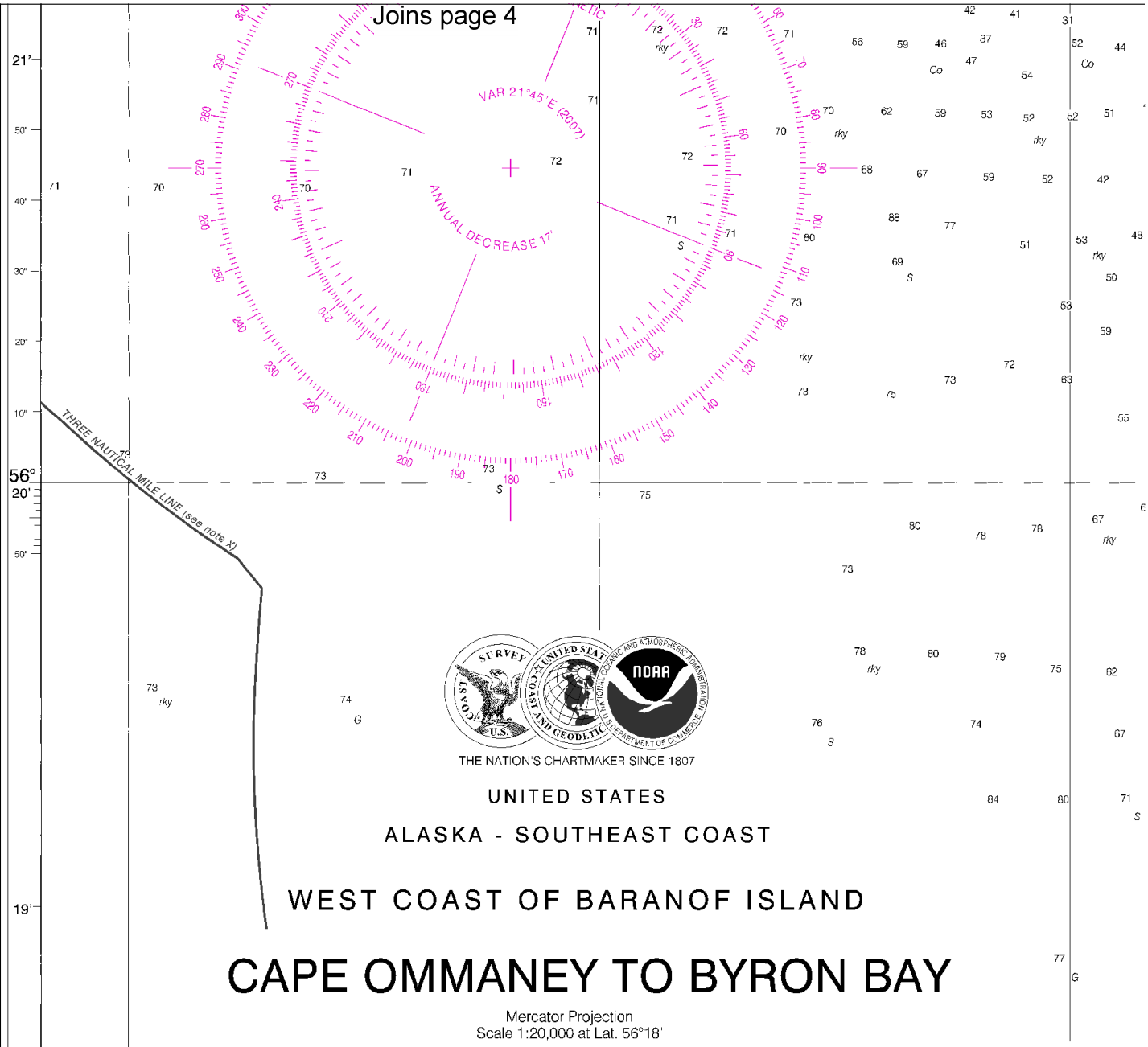
0 1 1½

Yards

500 0 500 1000 1500 2000 2500


49'
48'
47'
46'
45'
LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
I S L A N D
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.
VEGETATION
The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
B4 1900-1939 NOS Surveys partial bottom coverage
23'
22'
21'
3100
2700
2200
1500
1000
500
2970
2170
1920
2160
3130
1500
1000
Joins page 11

Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

WEST COAST OF BARANOF ISLAND

CAPE OMMANEY TO BYRON BAY

Mercator Projection
Scale 1:20,000 at Lat. 56°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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(Nov 2007)

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AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Osc oscillating
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:
Blds boulders
Co coral
rs
so soft

WIRE DRAGGED AREAS

The area tinted green was swept in 1926 for previously undetected dangers to navigation. All dangers found are shown on this chart.

HORIZONTAL DATUM

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Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz

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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

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SUPPLEMENTAL INFORMATION

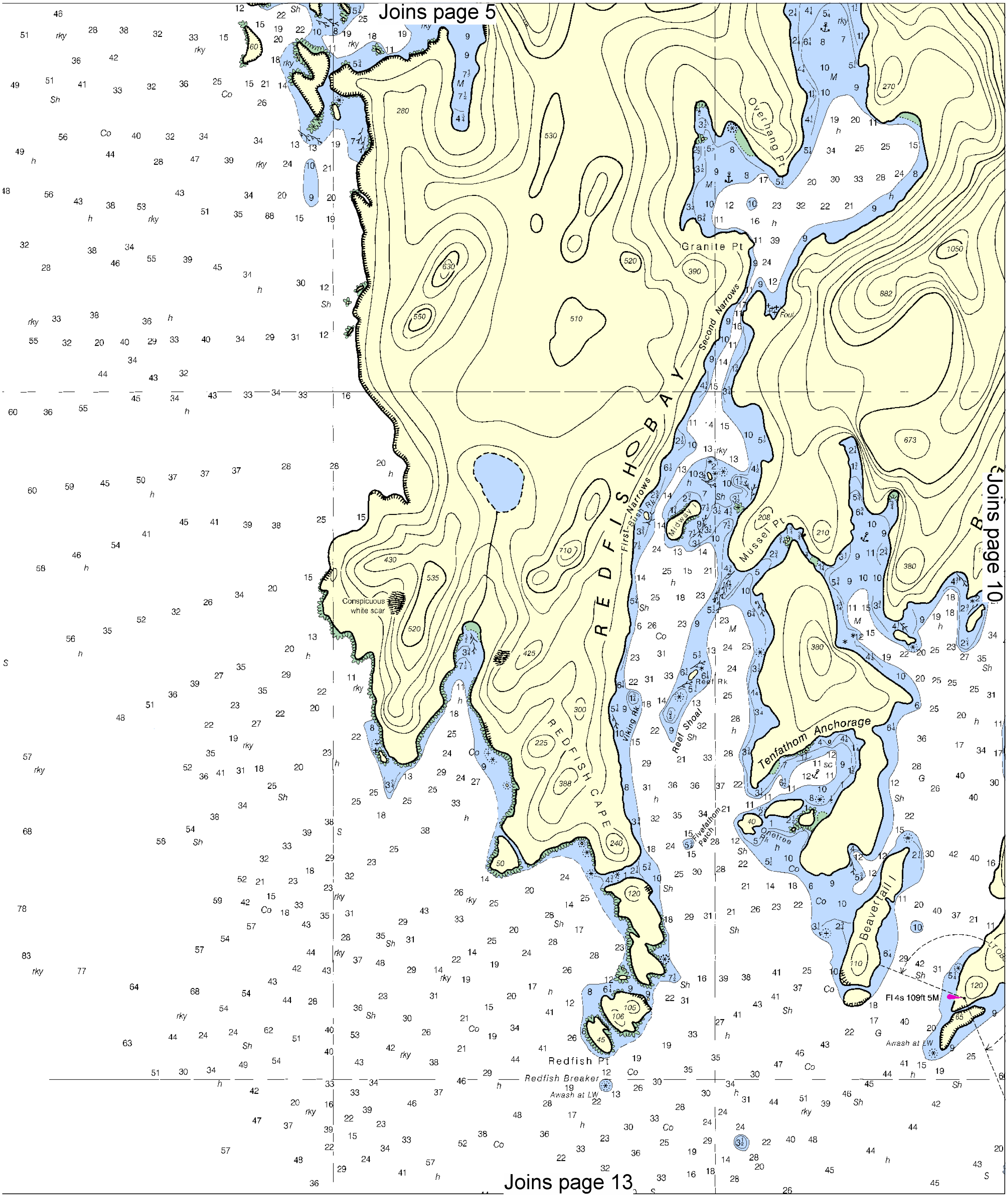
Joins page 12

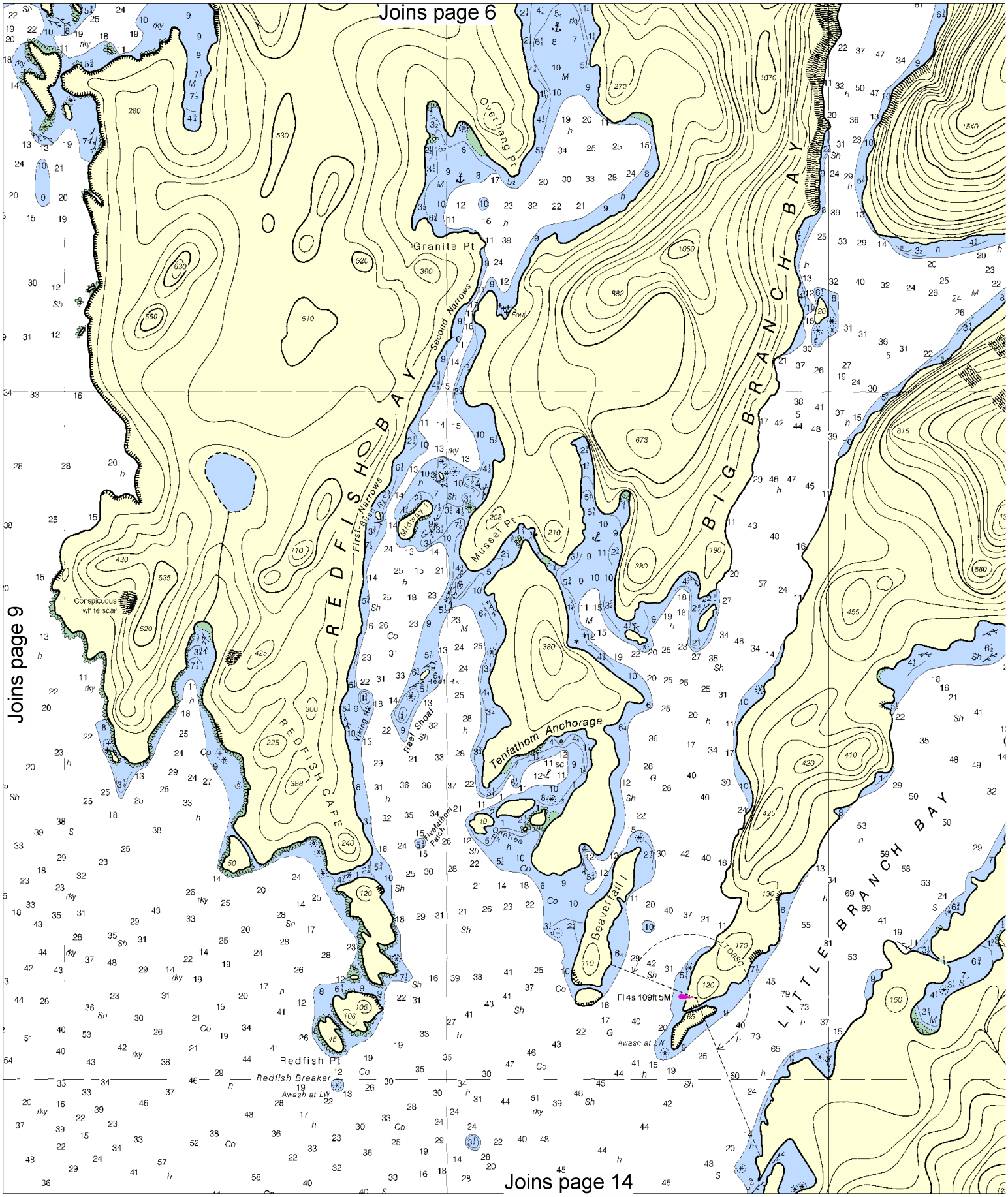
North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 5
Joins page 10
Joins page 13
REDFISH BAY
Second Narrows
First Bush Narrows
Granite Pt
Overhang Pt
Mussel Pt
Midway I
Reef Rk
Reef Shoal
Viking Rk
Conspicuous white scar
REDFISH CAPE
Tenfathom Anchorage
Fivefathom Patch
Onetree Rk
Beavertail I
Redfish Pt
Redfish Breaker
Awash at LW
Fl 4s 109ft 5M

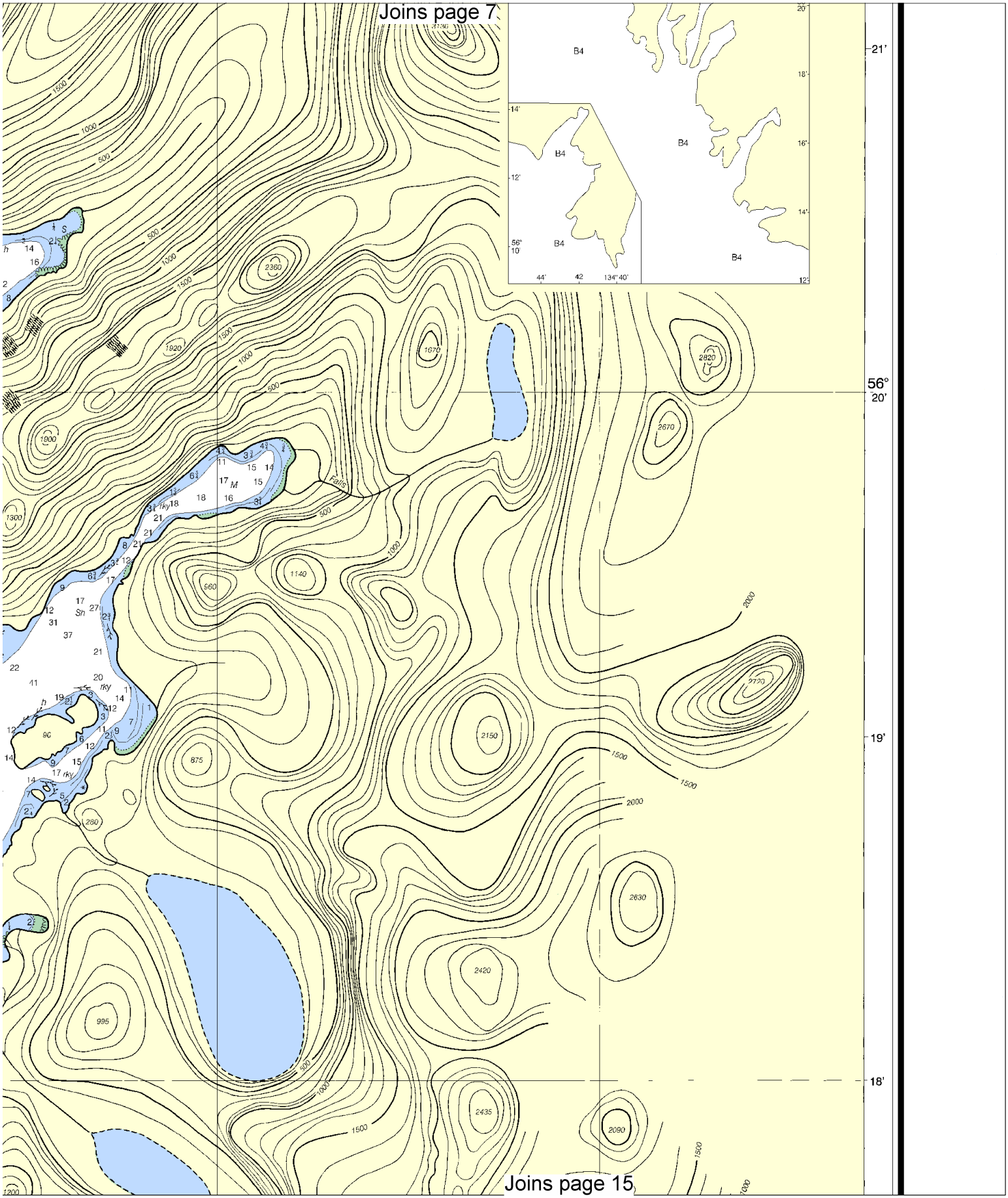


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
B4
B4
B4
B4
B4
20'
18'
16'
14'
12'
56° 10'
44'
42
134° 40'
12'
21'
56° 20'
19'
18'
1500
1000
500
2360
1820
1670
2820
2670
1900
1300
1140
560
2000
2700
2150
875
1500
2000
2630
2420
995
2435
2090
1500
1000
Joins page 15

Joins page 8

Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.374" southward and 6.416" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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Refer to charted regulation section numbers.

Aids (otherwise indicated):

Al alternating	IQ interrupted quick	N nun	R TR radio tower
B black	Iso isophase	OBSC obscured	Rot rotating
Bn beacon	LT HO lighthouse	Oc occulting	s seconds
C can	M nautical mile	Or orange	SEC sector
DIA diaphone	m minutes	Osc oscillating	St M statute miles
F fixed	MICRO TR microwave tower	Q quick	VQ very quick
Fl flashing	Mkr marker	R rec	W white
	Mo morse code	Ra Rcf radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bldr boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Pk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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SUPPLEMENTAL INFORMATION

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

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135° 59' 58' 57' 56'

18' 17' 14' 13' 12'

45' 44' 43' 42'

KAPP 2662

B A R A N O F I S L A N D

L A R C H B A Y

JOINS MAIN CHART

Awash at LLW

TERRITORIAL SEA (see note A)

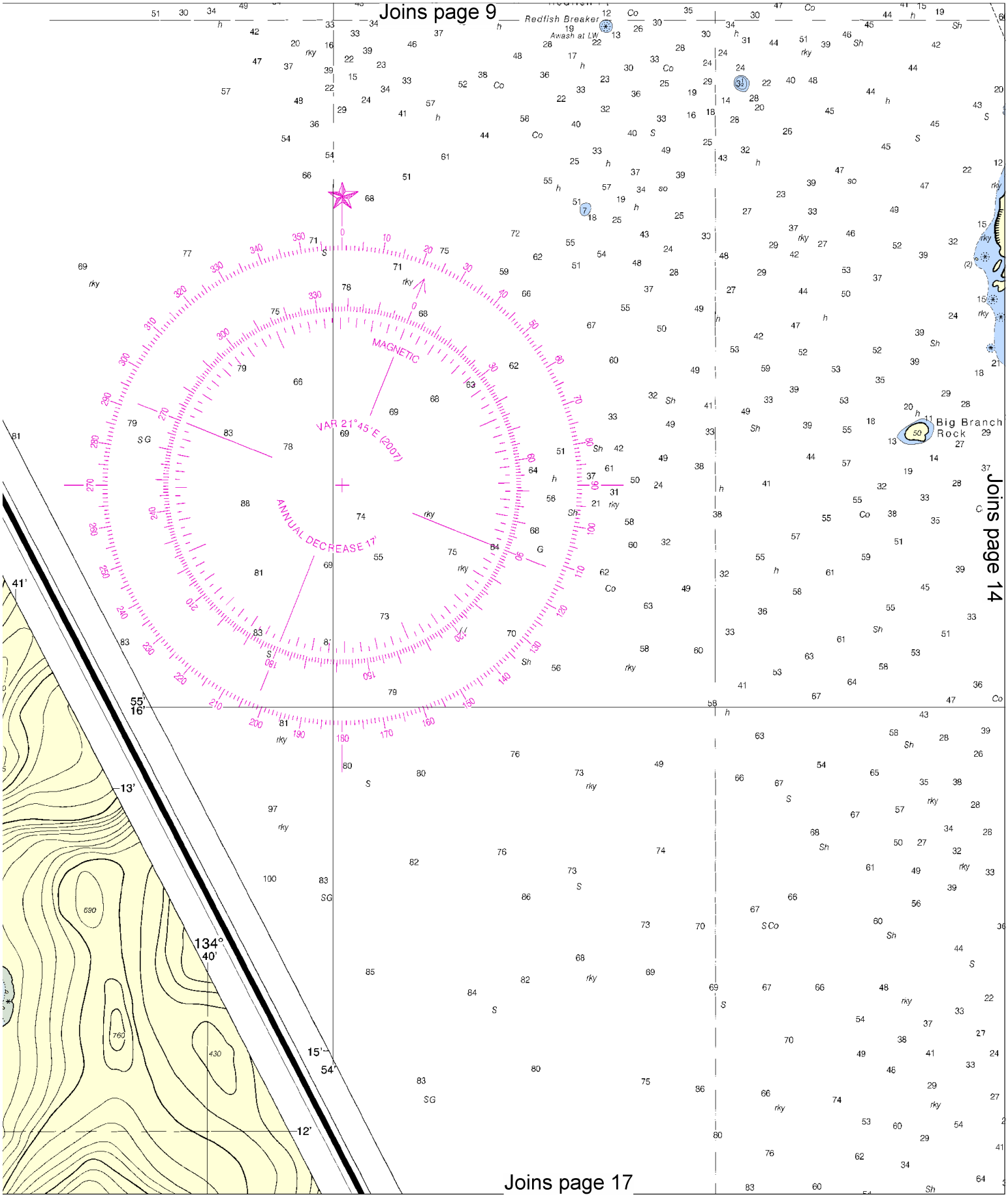
Joins page 16

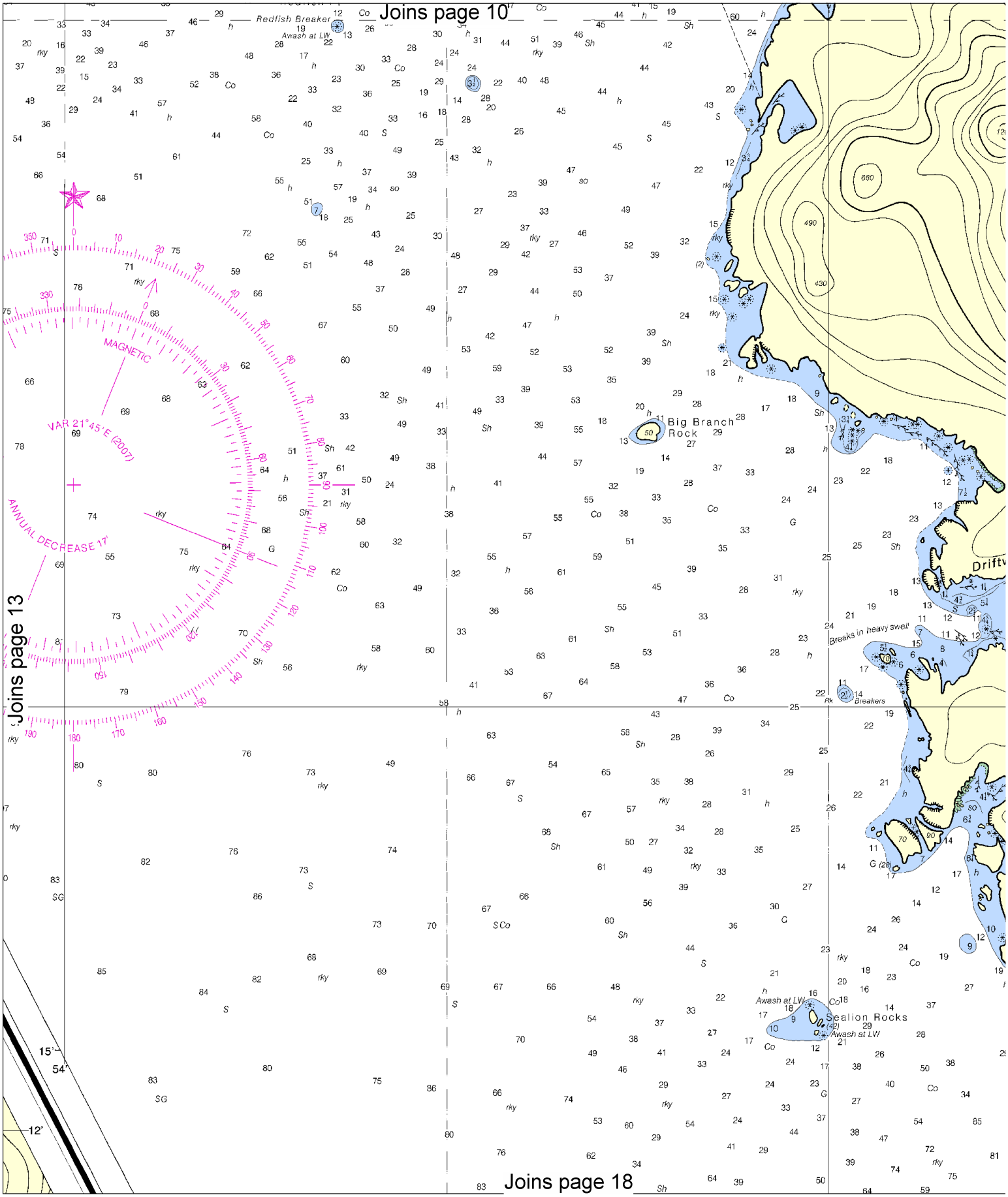
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

North


Joins page 9
Redfish Breaker
Awash at LW
MAGNETIC
VAR 21°45'E (2007)
ANNUAL DECREASE 17'
Big Branch Rock
Joins page 14
41'
55'
16'
13'
134°
40'
15'
54'
12'
Joins page 17



North

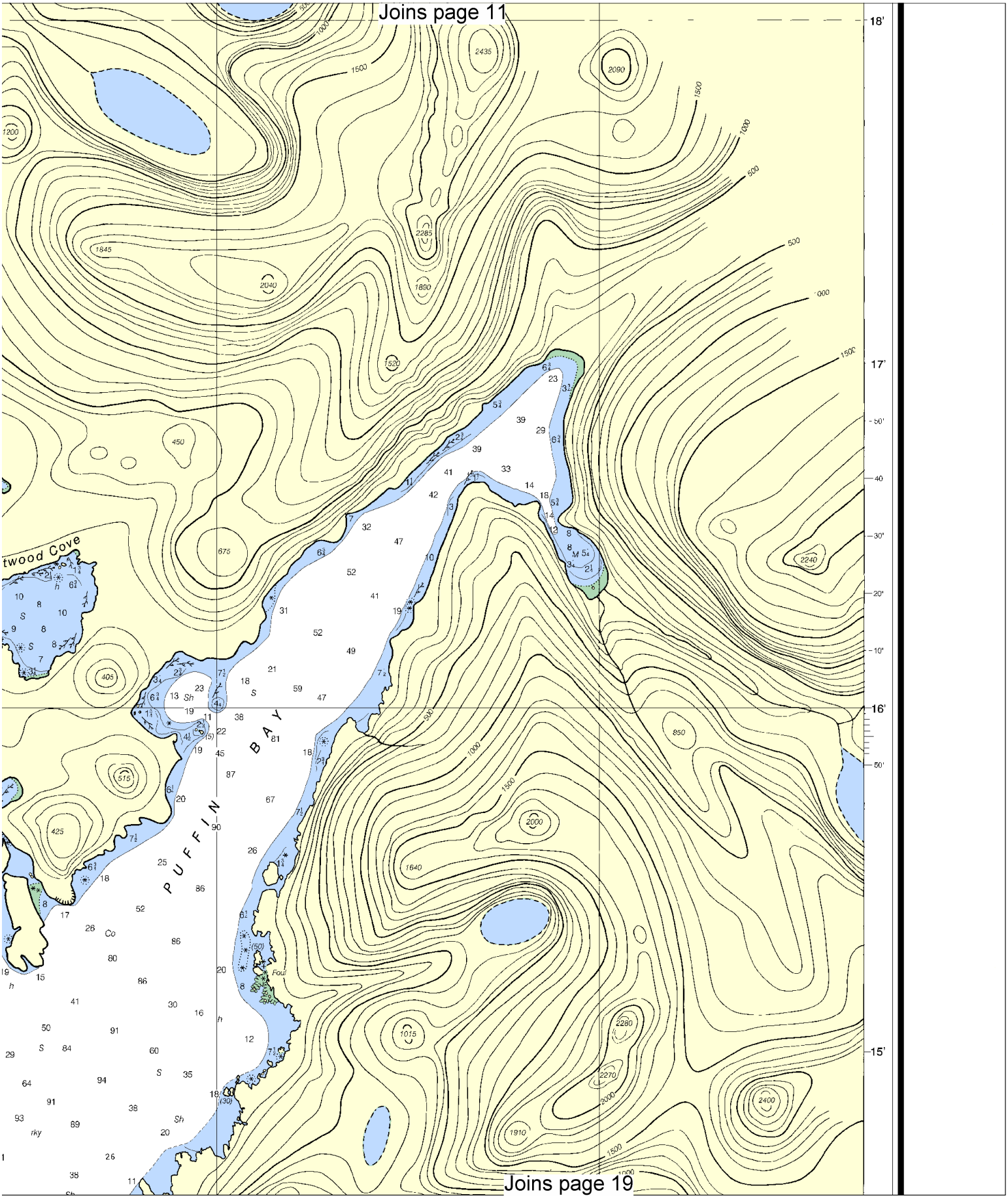
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

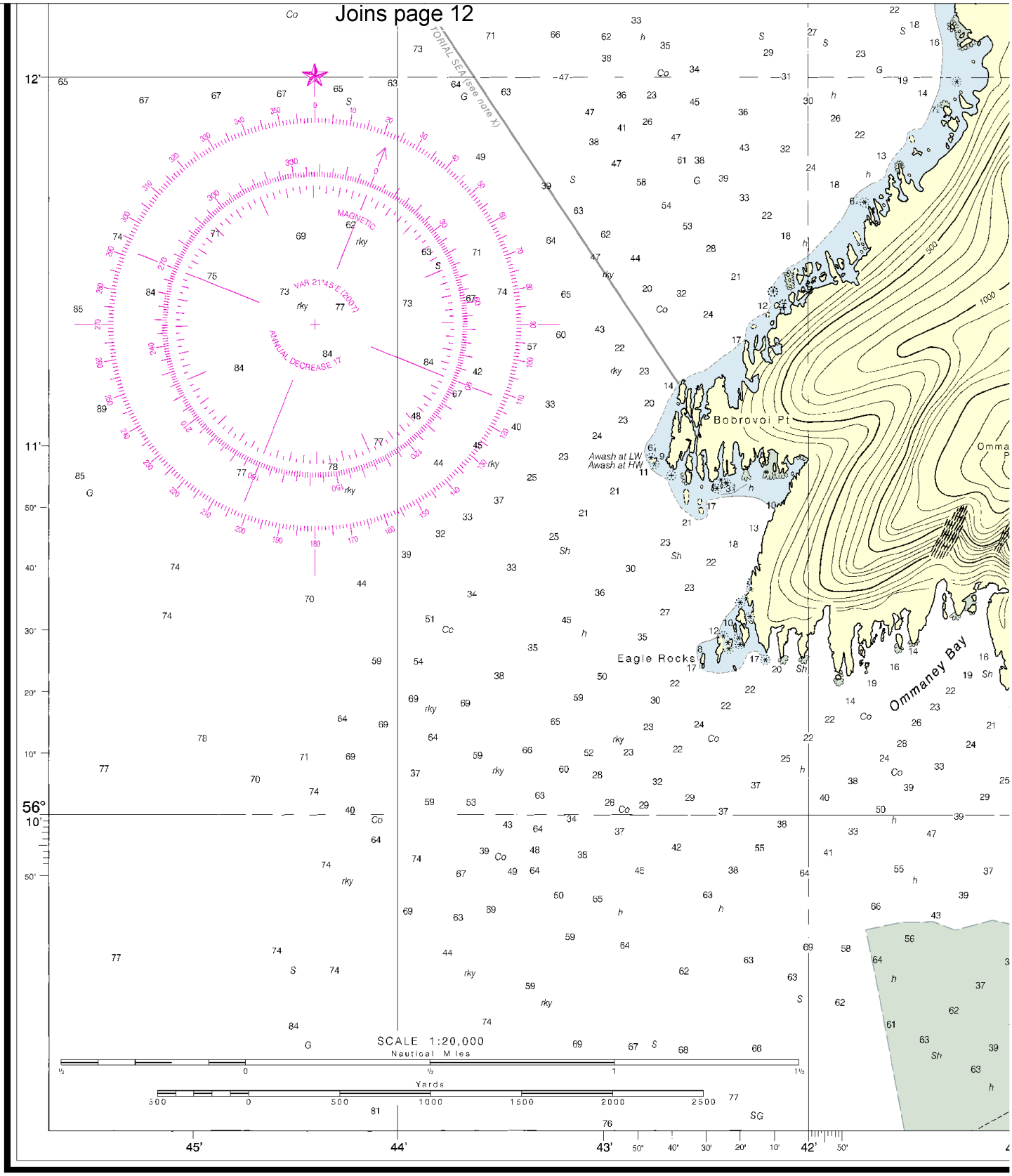
0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 11
PUFFIN BAY
twood Cove
Joins page 19
18'
17'
16'
15'

Joins page 12



9th Ed., Nov. / 07 ■ Corrected through NM Nov. 17/07
Corrected through LNM Nov. 13/07

17330

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNI

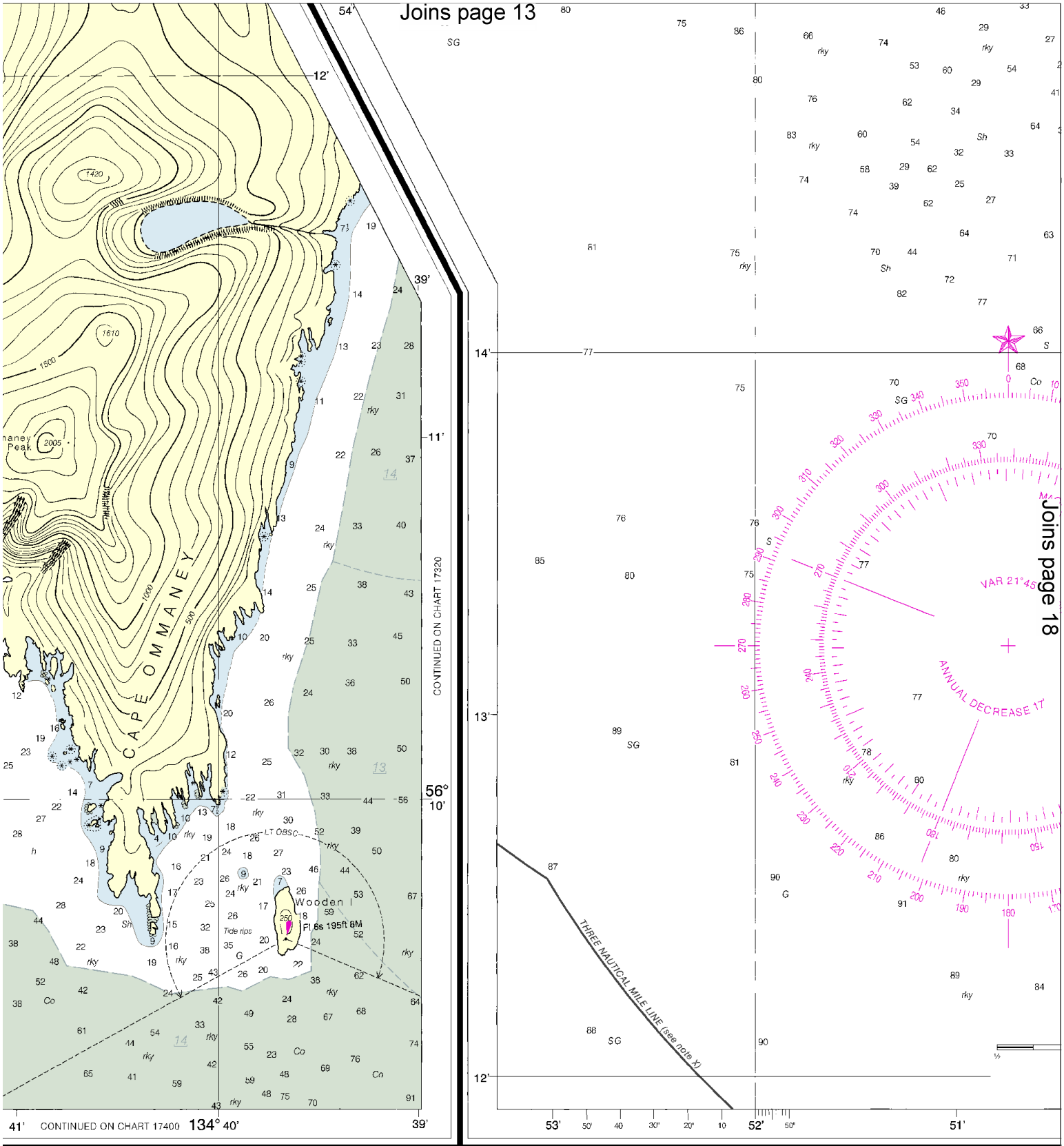
16

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

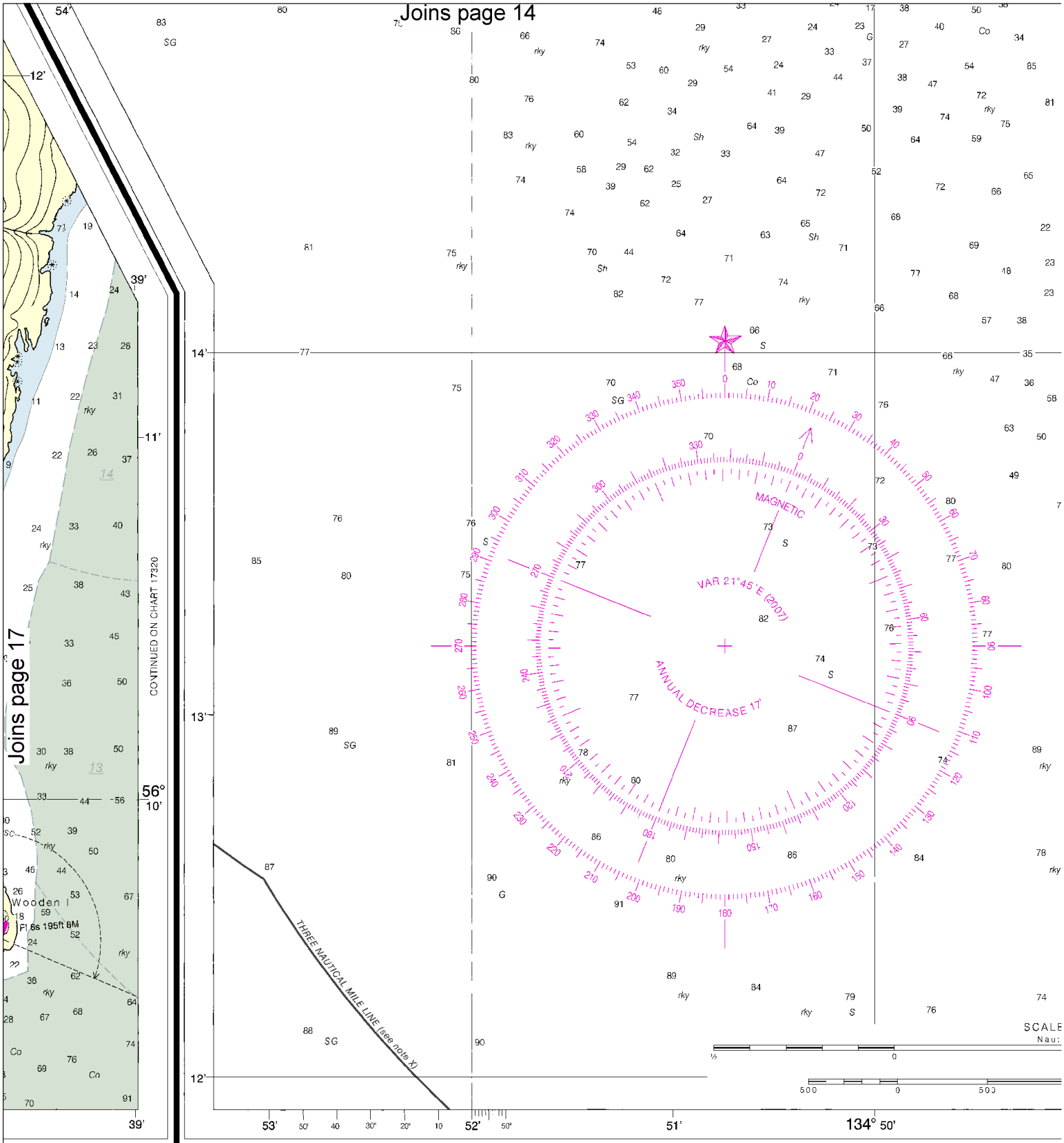
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



DINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

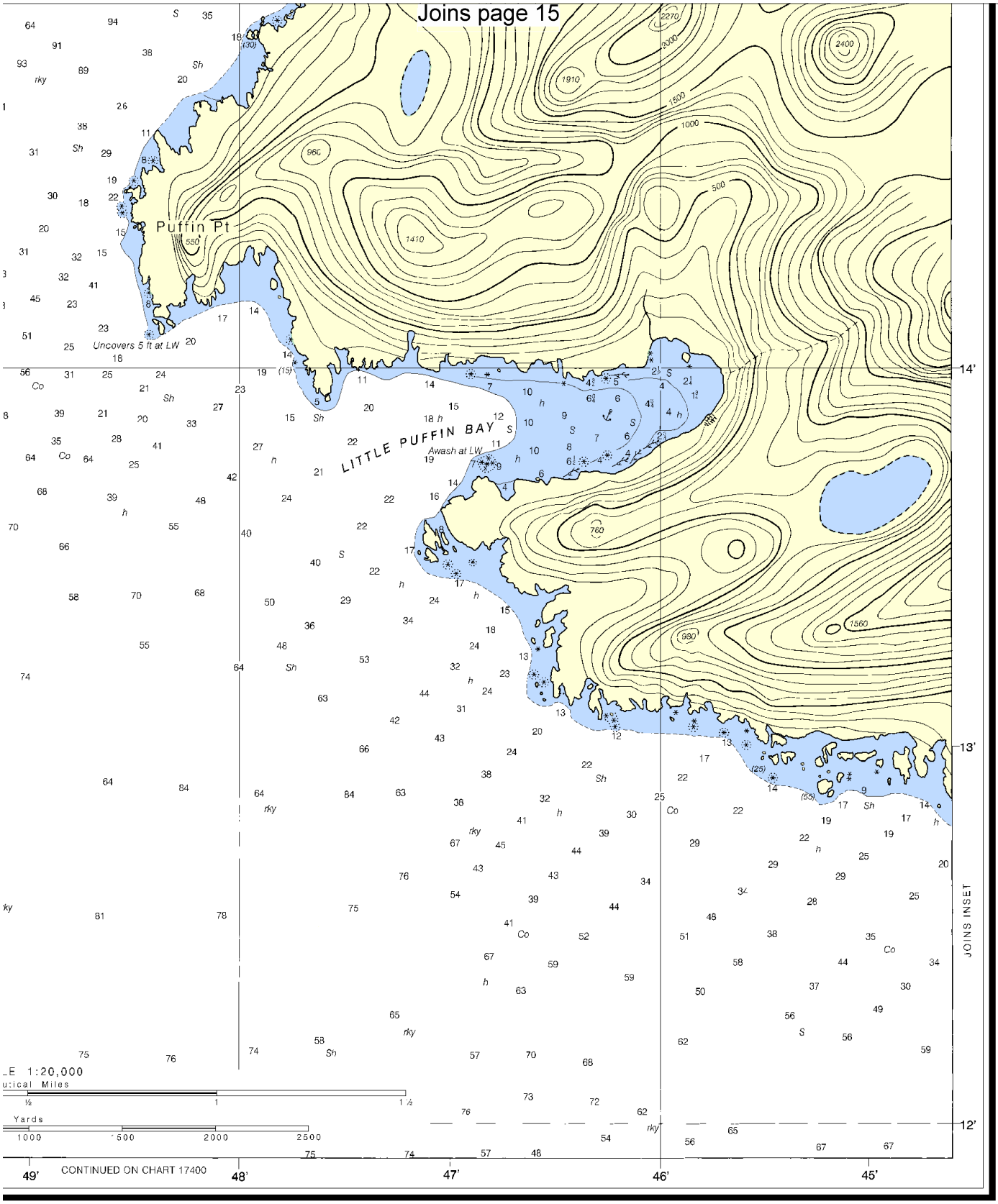
FATHOMS 1 2 3
FEET 6 12 18
METERS 1 2 3 4 5 6

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



Cape Ommaney to Byron Bay

SOUNDINGS IN FATHOMS - SCALE 1:20,000

17330

ED. NO. 9

NSN 7642014011430 NGA REFERENCE NO. 17XHA17330

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.